FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2001-23

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information;

Biweekly 2001-01

2000-03-19	Removal	Industrie Aeronautiche	Piaggio P-180
2000-26-12		Eurocopter Deutschland	Rotorcraft: EC135P1 and EC135 T1
2000-26-16		Raytheon Aircraft	A36, B36TC, and 58
2000-26-17		Pilatus Aircraft	PC-12 and PC-12/45
2000-26-18		Stemme	Sailplane: S10 and S10-V
2000-26-19		SOCATA	TBM 700
2001-01-51	E	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-01-52	E	Bell Helicopter	Rotorcraft: 407

Biweekly 2001-02

2000-25-52	S 00-24-51	MD Helicopters	Rotorcraft: 369A, H, HE, HM, HS, D, E, FF, and 500N
2000-26-06	S 00-01-11	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2001-01-02		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-03		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-04		Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-11		Rolladen Schneider Flugzeugbau	Sailplane: LS 4 and LS 4a

Biweekly 2001-03

2000-23-52	S 00-23-51	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-52		Bell Helicopter	Rotorcraft: 407
2001-02-03		Bell Helicopter	Rotorcraft: 206A, 206B, 206L, 206L1, and 206L3
2001-02-04		Pilatus Aircraft	PC-6
2001-02-10		Raytheon Aircraft	Beech 60, A60, and B60
2001-02-13		Cessna Aircraft	525 (CitationJet 1)
2001-03-51	E	Sikorsky Aircraft	Rotorcraft: S-76B and S-76C

Biweekly 2001-04

2000-25-54		Agusta	Rotorcraft: A109E
2001-01-51		Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-02-11		Bell Helicopter Textron	Rotorcraft: 204B
2001-03-03		Bell Helicopter Textron	Rotorcraft: 214B and 214B-1
2001-03-11		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201
2001-04-04		Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212

Biweekly 2001-05

2001-03-51		Sikorsky Aircraft	Rotorcraft: S-76B and S-76C
2001-04-05		Raytheon Aircraft	Beech Model 1900D
2001-04-07		SOCATA	TBM 700
2001-04-12		Eurocopter France	Rotorcraft: EC120B
2001-04-14	S 85-14-06 & 85-14-06 R1	Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N

Biweekly 2001-06

2000-25-08	S 00-10-10	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, and D, and AS-355E, F, F1, F2, and N
2001-04-13	S 98-10-09	Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SE.3160, and SA.319B
2001-05-01		DG Flugzeugbau	Sailplane: DG-500MB
2001-05-02	S 98-08-22	Pilatus Aircraft	PC-7
2001-05-03		SOCATA	TBM 700
2001-05-04		Piaggio Aero Industries	P-180
2001-05-08		Valentin	Sailplane: 17E
2001-05-09		Bell Helicopter	Rotorcraft: 430

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

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Biweekly 2001-07

2001-06-01	S 70-26-06	The New Piper Aircraft	PA-31 and PA-31-300, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31-325, PA-31-350, and PA-31P-350
2001-06-05		SOCATA	TBM 700
2001-06-06		Cessna Aircraft	172RG
2001-06-17		Cessna Aircraft	172R and 172S
2001-07-01		DG Flugzeugbau	Sailplane: DG-800B
2001-07-03		Hartzell Propeller Inc.	Propeller: Y-shank series

Biweekly 2001-08

2001-07-09	S 99-26-20	MD Helicopters	Rotorcraft: MD-900
2001-07-11		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A, (C-21A military), 36, 36A, 55, 55B, and 55C
2001-08-01		JanAero Devices	Appliance: 14D11 or 23D04 Fuel Regulator and Shutoff Valves installed with B-Series Combustion Heaters
2001-08-04	S 00-25-03	Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412CF, and 412EP
2001-08-08		Raytheon Aircraft	Beech 35-C33A, E33A, E33C, F33A, F33C, S35, V35, V35A, V35B, 36, and A36

Biweekly 2001-09

2001-08-10		Aerostar Aircraft	PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P
2001-08-14		Turbomeca S.A.	Engine: Arrius 2B, 2B1, and 2F
2001-09-06		Cessna Aircraft	206H and T206H

Biweekly 2001-10

94-14-20	R1	Sikorsky Aircraft	Rotorcraft: S-76A
2001-08-14	COR	Turbomeca	Engine: Arrius 2B, 2B1, and 2F
2001-09-11	S 98-07-03	Bell Helicopter, Agusta	Rotorcraft: Bell 412, 412CF, and 412EP, and Agusta AB412
2001-09-16		Eagle Aircraft	150B
2001-10-04	S 00-14-51	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503A, AT-802, AT-802A
2001-10-06	S 00-23-52	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C

Biweekly 2001-11

2001-07-03	COR	Hartzell Propellers	Propeller: Y-Shank Series
2001-10-08		Rolladen Schneider	Sailplane: LS 3, LS 4, and LS 6c
2001-10-09		Honeywell	Appliance: Automatic Flight Control Systems (AFCS)
2001-10-12	S 00-01-09	GE Aircraft	Engine: CJ610 Series and CF700 Series
2001-10-13		Britax Sell	Appliance: water boilers, coffee makers, and beverage makers

Biweekly 2001-12

2000-25-02	R1	American Champion	7AC, 7ACA, S7AC, 7BCM (L-16A), 7CCM (L-16B), S7CCM, 7DC, S7DC, 7EC, S7EC, 7FC, 7JC, 11AC, S11AC, 11BC, S11BC, 11CC, and S11CC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, and 8KCAB
2001-10-04	R1	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503A, AT-802, and AT-802A
2001-11-02	S 99-17-08	Pilatus Aircraft	PC-12 and PC-12/45
2001-11-03		Raytheon Aircraft	Beech F33A, A36, B36TC, 58/58A, C90A, B200, and 1900D
2001-11-04		Raytheon Aircraft	99, 99A, 99A (FACH), A99, A99A, B99, and C99
2001-12-01		The New Piper Aircraft	PA-46-310P, PA-46-350P and PA-46-500TP
2001-12-02		Learjet	55 Series and 60

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2001-13			
2001-01-52	R1 Rescission	Bell Helicopter	Rotorcraft: 407
2001-12-07		General Electric	Engine: CT58-140-1, -140-2, T58-GE-5, -8F, -10, -100, and -402
2001-12-16		Eurocopter France	Rotorcraft: AS332L2
2001-12-19		Turbomeca S.A.	Engine: Artouste II and Artouste III Series
2001-13-01		Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412EP, and 412CF
2001-13-02		Bell Helicopter	Rotorcraft: 407
2001-13-03		Kaman Aerospace	Rotorcraft: K-1200
2001-13-04		Eurocopter France	Rotorcraft: EC 155B
2001-13-51	E	Bell Helicopter	Rotorcraft: 206L-4, 407, and 427
Biweekly 2001-14			
2001-13-18	S 99-12-02	Raytheon	Beech 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B)
2001-14-09		Cessna	560XL
2001-14-51	E	UPS Aviation Technologies	Appliance: Apollo SL30 VHF NAV/COMM Radio
Biweekly 2001-15			
2001-14-51		UPS Aviation Technologies	Appliance: Apollo SL30 VHF NAV/COMM Radio
Biweekly 2001-16			
2001-15-17		Rockwell Collins	Appliance: CTL-92 Transponder Control Panel
2001-15-19		Eurocopter France	Rotorcraft: AS-365N3
Biweekly 2001-17			
2001-17-13	S 01-08-01	JanAero Devices	Appliance: 14D11, A14D11, B14D11, C14D11, 23D04, B23D04, or C23D04 Fuel Regulator Shutoff Valve used with B1500, B2030, B2500, B3040, B3500, B4050, or B4500 B-Series Combustion Heaters.
Biweekly 2001-18			
2001-17-15	S 95-09-02	Honeywell	Engine: LTS101-600A-2, -600A-3 and -600A-3A Series; LTP101-600A-1A, -700A-1A Series
2001-17-16	S 00-25-54	Agusta	Rotorcraft: A109E
2001-17-17	S 00-18-51	Bell Helicopter Textron	Rotorcraft: 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K
2001-17-31		Rolls-Royce	Engine: AE 2100A, AE 2100C; AE 2100D3, AE 3007A, and AE 3007C
2001-17-32	S 99-24-18	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, D, D1 and AS355E, F, F1, F2, and N
2001-17-33		Agusta	Rotorcraft: AB412
2001-18-05		Goodyear Tire and Rubber Co.	Appliance: 34X9.25-16 18PR 210MPH
2001-18-07		Raytheon	Beech 1900, 1900C, 1900C (C-12J), and 1900D
2001-18-51	E	Eurocopter France	Rotorcraft: SA.315B, SA.316C, SA 3180, SA 318B, SA 318C, SA.319B, SE.3160, and SA.316B main gearbox assembly
Biweekly 2001-19			
2001-13-51		Bell Helicopter Textron Canada	Rotorcraft: 206L-4, 407, and 427
2001-18-06	S 69-23-02 & 79-23-04	GE Aircraft	Engine: T58 and CT58 Series
2001-18-13		Eurocopter Deutschland	Rotorcraft: EC135 P1 and EC135 T1
2001-19-52	E	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
Biweekly 2001-20			
2000-10-08	R1	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2001-06-06		Cessna	172RG
2001-11-04		Raytheon	99, 99A, 99A (FACH), A99, A99A, and B99; C99
2001-19-51	E	Eurocopter France	Rotorcraft: SA341G, SA342J, and SA-360C
2001-20-01		Pratt & Whitney Canada	Engine: PT6A-25C and -114A Series

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AD No.	Information	Manufacturer	Applicability
Biweekly 2001-20 cont'd…			
2001-20-03		Bell Helicopter Textron Canada	Rotorcraft: 206L-4
2001-20-04		Agusta	Rotorcraft: A109E
2001-20-51	E	Rolls-Royce	Engine: 250-C20, -C20B, -C20F, -C20R, -C20R/1, -C20R/2, -C20S, and -C20W, and 250-B17, -B17C, -B17D, -B17E, -B17F, -B17F/1, and -B17F/2
Biweekly 2001-21			
2001-18-51		Eurocopter France	Rotorcraft: SA.315B, SA.316C, SA 3180, SA318B, SA 318C, SA.319B, SE.3160, and SA.316B
2001-19-52		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
2001-20-14		Fairchild	SA226-T, SA226-T(A), SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-TT(300), SA227-AT, SA227-AC
2001-20-18		Robinson Helicopter	Rotorcraft: R44
Biweekly 2001-22			
2001-21-01		Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2001-21-02		Honeywell International	Engine: TPE331-8, -10N, and -12B
2001-22-01	S 76-17-08 & 76-17-08R1	Enstrom Helicopter	Rotorcraft: F-28, F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX
2001-22-07		Honeywell International	Engine: LTP 101 Series and LTS101 Series
Biweekly 2001-23			
2001-22-14		Overland Aviation	Appliance: Fire Extinguishing System Bottle Cartridges
2001-22-15		Pilatus	PC-12 and PC-12/45
2001-22-16	S 95-02-18	Raytheon	Beech 1900, 1900C, 1900C (C-12J), and 1900D
2001-23-03	S 80-04-08	Cessna	172N, 172P, 172RG, F172N, F172P, FR172J, FR172K, and R172K
2001-23-07		Reims Aviation	F406
2001-23-09	S 96-18-13 & S 86-11-05	Honeywell	Engine: TFE731-2, -3, and -4 series

OVERLAND AVIATION SERVICES
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-22-14 Overland Aviation Services: Amendment 39-12493; Docket No. 98-CE-113-AD.

(a) *What airplanes are affected by this AD?* This AD affects the fire extinguishing system bottle cartridges presented in paragraph (a)(1) of this AD that were distributed from April 1, 1996, through September 15, 1997, and are installed on, but not limited to, the specified aircraft:

(1) This chart presents the fire extinguishing system bottle cartridge part number, the fire extinguishing system bottle assembly basic part number, the make/model aircraft that the system could be installed on, and the cartridge lot number:

Overland Aviation Services (OAS) cartridge part numbers	Walter Kidde Aerospace (WKA) fire extinguishing system (Firex) bottle assembly basic part number	Make/model of applicable aircraft	Cartridge lot number
OA472001.....	472073, 472420, 472467, 897878, 897885, 899170	Aerospatiale ATR72 Series ATR42-200, -300, -320; Embraer EMB-120 Series	SBI 1-1 SBI 1-2
OA841155.....	890532, 890598, 890599, 891070, 891147, 891814, 892308, 893675, 898768	Boeing 707-100, -100B Series, -300 Series, 720B; McDonnell Douglas DC-8 and DC-8F Series; Lockheed 382, 382E, 382F, 382G; Sabreliner NA-265 Series; Bell 204B	SBI 1-3, OAS 1-2
OA873364.....	472049, 472162, 472389, 472390, 893456, 893523, 893524, 893572, 893726, 894703, 895353, 897770, 898006, 898066	Gulfstream G-1159, G-1159B, G-1159A; Cessna 425, 441, 550, S550, 551, 552 Fokker F.28 Series; SAAB 340 Series; Bell 412	SBI 1-3
OA873571.....	892807, 892857, 893244, 899827, 899927	Boeing 707-100, -100B Series, -300 Series, 720B; McDonnell Douglas DC-8, DC-8F Series; DC-9 Series; Lockheed 382, 382E, 382F, 382G	SBI 2-2
OA876296.....	472602, 472603, 473598, 895240, 895564, 895678, 895683, 895877, 896054, 898150	McDonnell Douglas DC-9-81, DC-9-82, DC-9-83, DC-10 Series; Airbus A300 Series	SBI 1-1, OAS 1-1
OA876299.....	472268, 895656, 895752, 895848, 896165, 896166, 897785, 897797, 897798	Lockheed L-1011 Series	SBI 1-1
OA897776.....	472258, 472428, 897775, 897869, 897885, 897899, 899066, 899074, 899170, 899486	Canadair CL-600-1A11, CL-600 -2A12, CL-600-2B16; Embraer EMB-120, EMB-120RT; Sikorsky S-76A; SAAB 340 Series	SBI 1-4, SBI 1-15, SBI 1-16, OAS 1-1

(2) OAS distributed the affected fire extinguishing system bottle cartridges from April 1, 1996, through September 15, 1997. This AD does not apply to cartridges incorporated on the aircraft prior to April 1, 1996.

(3) Procurement records may show if the owner/operator has ever bought affected parts, for spares or time replacements, for airplane installation, or to support a repair shop. These could be cross-referenced to the lots that are suspect. Additionally, a review of procurement records with respect to the part number, lot number, and distribution date of the suspect lots would also reduce the owners'/operators' workload of having to examine all applicable Air Transport Association (ATA) codes in the databases. A search of the maintenance/inspection records and logbooks of a specific airplane make and model and serial number could be beneficial.

(4) The fire extinguishing system parts are installed up to a hex wrenching flat on the cartridge body. These wrenching flats have the part number, lot number, and date of manufacture stamped on them, as well as safety wire holes. When installed, the safety wire will probably cover up at least one bit of the above information. Inspecting the wrenching flats could help determine whether the fire extinguishing system bottle cartridges contain a suspect part number with the affected distribution date or lot number.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent damage to fire extinguishing system components caused by a fire extinguishing system bottle cartridge activating with excessive energetic force. This could result in the fire extinguishing system operating improperly and lead to passenger injury in the event of an airplane fire.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	**Compliance**	**Procedures**
(1) Check the maintenance records to determine whether an extinguishing system bottle cartridge that is referenced in paragraphs (a) and (a)(1) of this AD is installed. (i) If an affected fire extinguishing system bottle cartridge was installed prior to April 1, 1996, you do not have to accomplish the removal and replacement requirements of this AD (paragraph (d)(2) of this AD); and. (ii) Make an entry into the aircraft records showing compliance with that portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Within the next180 days after December 10, 2001(the affected date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish this these actions.
(2) Remove from service any fire extinguishing system bottle cartridge referenced in paragraph (a) and (a)(1) of this AD). Replace that bottle cartridge with an FAA-approved fire extinguishing system bottle cartridge that is not one of the applicable OAS part numbers that was distributed from April 1, 1996, through September 15, 1997.	Within the next 180 days after December 10, 2001(the effective dated of this AD).	OAS Service Bulletin 22-09-97, dated October 1, 2001, contains information related to this subject.

(3) Do not install, on any aircraft, any affected OAS fire extinguishing system bottled cartridge that was distributed from April 1, 1996, through September 15, 1997.	As of December 10, 2001 (the effective date of this AD).	Not Applicable.

Note 1: "Unless already accomplished" credit may be extended to the records check allowed by this AD provided that the records are checked to cover any time period that has elapsed since the previous check.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita ACO, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each aircraft that incorporates one of the fire extinguishing system bottle cartridges identified in paragraphs (a) and (a)(1) of this AD; regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Jeffrey D. Janusz, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4148; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *How do I get copies of the documents referenced in this AD?* You may obtain copies of the document referenced in this AD from Overland Aviation Services, 10271 Bach Boulevard, St. Louis, Missouri 63132. You may view this document at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) This amendment becomes effective on December 10, 2001.

Issued in Kansas City, Missouri, on October 24, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-27412 Filed 11-1-01; 8:45 am]

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FOR FURTHER INFORMATION CONTACT: Jeffrey D. Janusz, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4148; facsimile: (316) 946-4407.

PILATUS AIRCRAFT LTD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-22-15 Pilatus Aircraft Ltd.: Amendment 39-12494; Docket No. 2001-CE-24-AD.

(a) *What airplanes are affected by this AD?* This AD affects Models PC-12 and PC-12/45 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent cracking at the edges of the unflanged lightening holes, which could result in major structural damage to the airplane. Such damage could result in possible loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) For manufacturer serial numbers (MSN) 101 through 370, inspect the front and rear frames of the cargo door for lightening holes with plain rims.	Within the next 50 hours time-in-service (TIS) after December 26, 2001(the effective date of this AD).	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52-004, dated April 20, 2001.
(2) If, during the inspection required in paragraph (d)(1) of this AD, a plain rim is found, install a reinforcing plate.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52-004, dated April 20, 2001.
(3) For all serial numbered airplanes, do not install any cargo door, part-number (P/N) 552.30.12.051 or P/N552.30.12.052 (or FAA-approved equivalent part number), unless it has been inspected as required in paragraph (d)(1) of this AD and modified as required in paragraph (d)(2) of this AD.	As of December 26, 2001 (the effective date of this AD).	In accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 52-004, dated April 20, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Pilatus Service Bulletin No. 52-004, dated April 20, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; or from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on December 26, 2001.

Note 2: The subject of this AD is addressed in Swiss AD HB 2001-389, dated June 25, 2001.

Issued in Kansas City, Missouri, on October 26, 2001.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-27652 Filed 11-6-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-22-16 Raytheon Aircraft Company (Beech Aircraft Corporation formerly held Type Certificate (TC) No. A-24CE): Amendment 39-12495; Docket No. 2001-CE-04-AD; Supersedes AD 95-02-18, Amendment 39-9136.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial No.
Beech Model 1900.....	UA-2 and UA-3.
Beech Model 1900C.....	UB-1 through UB-74 and UC-1 through UC-174.
Beech Model 1900C (C-12J).....	UD-1 through UD-6.
Beech Model 1900D.....	UE-1 through UE-302.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct cracked engine truss assemblies, which could result in failure of the engine truss assembly and consequent loss of airplane control.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) if you do not have a part number (P/N) 129-910047-1 129-910047-13, or 129-910047-17 engine truss assembly (or FAA-approved equivalent P/N), installed, accomplish the following: (i) Inspect the engine truss assembly for cracks and replace any cracked truss with a P/N truss specified in paragraph (d)(1)(ii) of this AD; and (ii) Replace the engine truss assembly with a P/N 129-910047-1, 129-910047-13, or 129-910047-17 assembly (or FAA-approved equivalent P/N)	Inspect in accordance with the schedule outlined in the Appendix to this AD (taken from AD 95-02-18, as specified in Raytheon Aircraft Mandatory Service Bulletin No. 2255, Revision 10, Revised, June, 1999). Replace within the next100 hours time-in-service (TIS) after December 17, 2001 (the effective date of this AD) if the truss is not cracked and prior to further flight if the truss is cracked.	Inspect and replace in accordance with the instructions in Raytheon Aircraft Mandatory Service Bulletin No. 2255. Revision10, Revised, June, 1999. Accomplishing the inspection(only) using a previous revision to this service bulletin is acceptable.

(2) For airplanes equipped with a P/N 129- 910047-1 or 129-910047-13 engine truss assembly (or FAA-approved equivalent P/N), inspect for linoil hole mislocation and cracks in Area A as depicted in the referenced service information and replace the engine truss assembly if any mislocated hole or crack is found during any inspection	Inspect upon accumulating 100 hours TIS on the engine truss assembly (or within 25 hours TIS after December 17, 2001(the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 100 hours TIS. Accomplish any necessary engine truss assembly replacement prior to further flight where any mislocated hole or crack is found.	Accomplish inspections and replacements in accordance with Part I of the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Mandatory Service Bulletin SB71-3144, Revision 1, Revised: April, 1999.
(3) For airplanes equipped with a P/N 129- 910047-1 or 129-910047-13 engine truss assembly (or FAA-approved equivalent P/N), accomplish the following: (i) Inspect the engine cowling support bracket for cracks and rework any cracked engine crowling support bracket; and (ii) Install Kit No. 129-9017-1 reinforcements on the engine cowling support bracket. The inspections required by paragraph (d)(3)(i) of this AD are no longer necessary when Kit No. 129-9017-1 is incorporated	Inspect upon accumulating 200 hours TIS on the engine truss assembly or within 25 hours TIS after December 17, 2001 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 200 hours TIS. Accomplish any necessary engine cowling support rework prior to further flight where any cracked bracket is found. Install the engine cowling support bracket reinforcements upon accumulating 1,200 hours TIS on the engine truss assembly or within the next 100 hours TIS after December 17, 2001 (the effective date of this AD), whichever occurs later.	Accomplish inspections, repairs, and installations in accordance with Part III of the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Mandatory Service Bulletin SB 71-3144, Revision 1, Revised: April, 1999.
(4) For airplanes equipped with a P/N 129- 910047-1 or 129-910047-13 engine truss assembly (or FAA-approved equivalent P/N), replace all remaining linoil drive screws(those not in Area A). The inspections required by paragraph (d)(2) of this AD are no longer required when these screws are replaced	Upon accumulating 8,000 hours TIS on the engine truss assembly or at the next engine truss assembly removal, whichever occurs later.	Accomplish these replacements in accordance with Part II of the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Mandatory Service Bulletin SB 71-3144, Revision 1, Revised: April, 1999.
(5) For airplanes equipped with a P/N 129- 910047-1 or 129-910047-13 engine truss assembly (or FAA-approved equivalent P/N), install a P/N 129-910047-15 truss identification placard on the engine truss assembly	Within 12 months after December17, 2001 (the effective date of this AD) or upon installation of a P/N 129-910047-1 or 129-910047-13 engine truss assembly, whichever occurs later.	Accomplish this installation in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Aircraft Service Bulletin SB.71-3024, Issued: September, 1997.
(6) Do not install, on any affected airplane, an engine truss assembly that is not P/N 129- 910047-1, 129-910047-13, or 129-910047-17 (or FAA-approved equivalent P/N)	As of December 17, 2001 (the effective date of this AD).	Not Applicable.

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office(ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 95-02-18, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact David L. Ostrodka, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4129; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2255. Revision 10, Revised, June, 1999, Raytheon Aircraft Mandatory Service Bulletin SB 71-3144, Revision 1, Revised: April, 1999, and Raytheon Aircraft Service Bulletin SB.71-3024, Issued: September, 1997. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may obtain copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 95-02-18, Amendment 39-9136.

(j) *When does this amendment become effective?* This amendment becomes effective on December 17, 2001.

Appendix to Docket No. 2001-CE-04-AD

The following is the compliance schedules for the inspections required in this AD. These are duplicated from AD 95-02-18, Amendment 39-9136:

1. For all affected airplanes having engine truss P/N 129-910032-79 installed, initially and repetitively inspect the engine truss for cracks at the weld joints in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB 2255, Revision VI, dated August 1994, at the times specified in the following chart:

Models	Area specified in figure 1 of Beech SB No. 2255, Rev. VI	Initial inspection	Repetitive inspections
1900 and 1900C.....	A.....	Upon accumulating 1,400 hours TIS*.	Every 100 hours TIS.
1900 and 1900C.....	B and C.....	Upon accumulating 3,200 hours TIS*.	Every 100 hours TIS.

1900D.....	A.....	Upon accumulating 3,200 hours TIS*.	Every 450 hours TIS.
1900D.....	B and C.....	Upon accumulating 3,200 hours TIS*.	Every 3,000 hours TIS.

* Or within the next 100 hours TIS after March 25, 1995 (the effective date of AD 95-02-18), whichever occurs later.

2. For all Models 1900 and 1900C airplanes having engine truss P/N 118-9100-25-37, P/N 118-910025-121, P/N 114-910025-1 or P/N 118-910025-1, initially and repetitively inspect the engine truss for cracks at the weld joints in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) 2255, Revision VI, dated August 1994, at the times specified in the following chart:

Area specified in Figure 1 of Beech SB N. 2255, Rev. VI	Initial inspection	Repetitive inspections
A.....	Upon accumulating 1,400 hours TIS*.	Every 100 hours TIS.
B.....	Upon accumulating 1,400 hours TIS*.	Every 600 hours TIS.
C.....	Upon accumulating 1,400 hours TIS*.	Every 3,000 hours TIS.

* Or within the next 100 hours TIS after March 25, 1995 (the effective date of AD 95-02-18), whichever occurs later.

Issued in Kansas City, Missouri, on October 26, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-27651 Filed 11-6-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: David L. Ostrodka, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4129; facsimile: (316) 946-4407.

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-23-03 Cessna Aircraft Company: Amendment 39-12500; Docket No. 2000-CE-26-AD; Supersedes AD 80-04-08, Amendment 39-3696.

(a) *What airplanes are affected by this AD?* This AD affects the following Cessna model airplanes, certificated in any category:

Model	Serial No.
172N.....	17267585 through 17270049; 17270051 through 17274009; 17261445, 17261578, and 17270050.
172P.....	17274010 through 17276654.
172RG.....	172RG0001 through 172RG1191; and 691.
F172N.....	F17201515 through F17202039.
F172P.....	F17202040 through F17202254.
FR172J.....	FR17200531 through 17200590.
FR172K.....	FR17200591 through 17200675.
R172K.....	R1722000 through R1723454; and 680.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct any chafing between the map light switch and the bordering fuel line, which could result in a fuel leak or an in-flight fire.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the doorpost map light switch insulator (part number 0511080-1) to verify it is installed and(if installed) not damaged.	Initially inspect within the next 100 hours time-in-service (TIS) after December 27, 2001(the effective date of this AD), or within the next 12 calendar months after December 27, 2001 (the effective date of this AD), whichever occurs first. Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS section of Cessna Service Bulletin SEB00-1, dated January 17, 2000.
(2) If a switch cover(insulator) is not installed or is damaged in any way, install a new insulator (part number 0511080-1).	Before further flight after the inspection where any damage is found or the cover is found missing.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS section of Cessna Service Bulletin SEB00-1, dated January 17, 2000, and the Cessna Manufacturer's Maintenance Manual.
(3) If the fuel line is damaged in any way, install a new fuel line. The replacement fuel line part number varies with aircraft model.	Before further flight after the inspection where any damage is found.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS section of Cessna Service Bulletin SEB00-1, dated January 17, 2000, and the Cessna Manufacturer's Maintenance Manual.

Note 1: The compliance times specified in Cessna Service Bulletin SEB00-1, dated January 17, 2000, are different from those required by this AD. The compliance times in this AD take precedence over those in the service bulletin.

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 80-04-08, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mr. Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone: (316) 946-4149; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Cessna Service Bulletin SEB00-1 and Accomplishment Instructions, dated January 17, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Cessna Aircraft Company, PO Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 80-04-08, Amendment 39-3696.

(j) *When does this amendment become effective?* This amendment becomes effective on December 27, 2001.

Issued in Kansas City, Missouri, on November 5, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-28332 Filed 11-14-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Mr. Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone: (316) 946-4149; facsimile: (316) 946-4407.

REIMS AVIATION S.A.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-23-07 Reims Aviation S.A.: Amendment 39-12504; Docket No. 99-CE-28-AD.

(a) *What airplanes are affected by this AD?* This AD affects Model F406 airplanes, serial numbers F406-0001 through F406-0083, certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct cracks in the canted rib upper cap in the center wing carry-through area, which could result in structural failure of the wing with possible loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, unless already done, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the canted rib upper cap in the center wing carry-through area for cracks.	Within the next 75 hours time-in-service (TIS) after January 7, 2002(the effective date of this AD), and thereafter at 200-hour TIS intervals, but not to exceed three 200-hour interval inspections (675 hours TIS: 75-hour TIS initial inspection plus three additional 200-hour TIS repetitive inspections).	Following the ACCOMPLISHMENT INSTRUCTIONS section of REIMS/CESSNA Service Bulletin CAB98-16, dated November 2, 1998.
(2) If, during any inspection required by this AD, cracks are found, accomplish the following:. (i) If the cracks are less than 2 inches in length, modify the canted rib upper cap in the center wing carry-through area. (ii) If the cracks are 2 inches in length or more, obtain a repair scheme from the manufacturer through FAA at the address specified in paragraph (f) of this AD and incorporate this repair scheme.	Before further flight after the inspection where the crack is found.	Following the ACCOMPLISHMENT INSTRUCTIONS section of REIMS-CESSNA Service Bulletin CAB98-16, dated November 2, 1998.
(3) Modify the canted rib upper cap in the center wing carry-through area.	Within 600 hours TIS after the initial inspection required by paragraph (d)(1) of this AD, unless already accomplished through paragraphs (d)(2)(i) or(d)(2)(ii) of this AD.	Following the ACCOMPLISHMENT INSTRUCTIONS section of REIMS- CESSNA Service Bulletin CAB98-16, dated November 2, 1998.

(4) Accomplishing the repair or modification required in paragraphs (d)(2)(i), (d)(2)(ii), or (d)(3) of this AD is considered terminating action for the inspection requirements of this AD.	Not applicable.....	Not applicable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner-operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Brian A. Hancock, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4143, facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with REIMS/CESSNA Service Bulletin CAB98-16, dated November 2, 1998. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Cessna Aircraft Company, Product Support, PO Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on January 7, 2002.

Note 2: The subject of this AD is addressed in French AD 1999-087(A), dated February 24, 1999.

Issued in Kansas City, Missouri, on November 6, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-28571 Filed 11-14-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Brian A. Hancock, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4143, facsimile: (816) 329-4090.

BW 2001-23

HONEYWELL INTERNATIONAL INC
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-23-09 Honeywell International Inc.: Amendment 39-12506. Docket 2000-NE-53-AD. Supersedes AD 86-11-05, Amendment 39-5325 and AD 96-18-13, Amendment 39-9737.

Applicability

This airworthiness directive (AD) is applicable to Honeywell International Inc. (formerly AlliedSignal Inc. and Garrett Turbine Engine Co.) TFE731-2, -3, and -4 series turbofan engines, with fan rotor discs part numbers (P/N's) 3072162-All, 3072816-All, 3073436-All, 3073539-All, and 3074529-All (where All denotes all dash numbers). These engines are installed on, but not limited to, Avions Marcel Dassault Falcon 10, 50, and 100 series; Learjet 31, 35, 36, and 55 series; Lockheed-Georgia 1329-23 and -25 series; Israel Aircraft Industries 1124 series and 1125 Westwind series; Cessna Model 650, Citations III, VI, and VII; Raytheon British Aerospace HS-125 series; and Sabreliner NA-265-65 airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent failure of the fan rotor disc due to fatigue cracking in the dovetail slots, which could result in in-flight engine shutdown, uncontained engine failure, and damage to the airplane, do the following:

(a) Remove fan rotor discs P/N's 3072162-All, 3072816-All, 3073436-All, 3073539-All, and 3074529-All (where All denotes all dash numbers), and replace with serviceable fan rotor discs at next access to the fan rotor disc, at the next scheduled fan rotor disc inspection, or prior to December 31, 2002, whichever occurs earliest. Fan rotor disc replacement information is available in Honeywell International Inc. Alert Service Bulletin TFE731-A72-3668, dated October 25, 2000.

Definitions

(b) For the purpose of this AD, the following definitions apply:

(1) Access to the fan rotor disc is whenever the fan shaft is unstretched.

(2) A serviceable disc is a disc that does not have a P/N listed in this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LAACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Effective Date

(e) This amendment becomes effective on December 21, 2001.

Issued in Burlington, Massachusetts, on November 7, 2001.

Donald E. Plouffe,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-28688 Filed 11-15-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone: (562) 627-5246; fax: (562) 627-5210.